

as passenger trains, buses and planes, the amusement park industry's fatality rate is actually worse.

Some states try to step in where the CPSC cannot, but states with inspection programs are very uneven depending on which agency has the responsibility and whether its expertise is design, operator training, manufacturing, etc. No state, and no industry organization, provides the national clearinghouse function that the CPSC currently provides for mobile rides and could provide for fixed-site rides.

FATALITIES

Although the overall risk of death on an amusement park ride is very small, it is not zero. In the course of one week in August 1999, for example, 4 deaths occurred on roller coasters, which U.S. News & World Report termed "one of the most calamitous weeks in the history of America's amusement parks":

August 22—a 12-year-old boy fell to his death after slipping through a harness on the Drop Zone ride at Paramount's Great America Theme Park in Santa Clara, California;

August 23—a 20-year-old man died on the Shockwave roller coaster at Paramount King's Dominion theme park near Richmond, Virginia;

August 28—a 39-year-old woman and her 8-year-old daughter were killed when their car slid backward down a 30-foot ascent and crashed into another car, injuring two others on the Wild Wonder roller coaster at Gillian's Wonderland Pier in Ocean City, New Jersey.

Each of these tragedies is an opportunity for the CPSC to search for causes and share its insights with the operators of other similar rides. Unless the law is changed, however, it cannot perform this role.

One final point—the industry has the unfortunate habit of belittling the risk of loved ones getting mangled or killed on these machines by suggesting that the risk of getting hurt is lower than for "bowling" or "watering your garden." In fact, the fatality rate on roller coasters approximates the risk of dying on passenger trains, buses and airplanes. None of those industries claims any exemption from federal oversight, and investigations by federal safety experts of train accidents, bus accidents or plane crashes is central to minimizing the recurrence of serious or fatal accidents in America.

Yet this common sense eludes the amusement park industry, to the detriment of the safety of children and adult riders alike.

As the spring and summer riding season begins, I urge my colleagues to cosponsor this modest restoration of safety to all parkgoers. Thank you.

ORGANIZATIONS SUPPORTING THE NATIONAL AMUSEMENT PARK RIDE SAFETY ACT

NATIONAL CONSUMER GROUPS

Consumer Federation of America
Consumers Union
U.S. Public Interest Research Group
National SAFE KIDS Campaign

STATE & LOCAL CONSUMER GROUPS

American Council on Consumer Awareness
Arizona Consumers Council
Center for Public Representation (WI)
Chicago Consumer Coalition

EXTENSIONS OF REMARKS

Columbia Consumer Education Council (SC)
The Consumer Alliance (midwest regional alliance)

Consumer Law Center of the South
Democratic Processes Center (AZ)
Empire State Consumer Association (NY)
Massachusetts Public Interest Research Group

Mercer County Community Action Agency (PA)

North Carolina Consumers Council
Oregon Consumer League

THE PUBLIC SAFETY EMPLOYER-EMPLOYEE COOPERATION ACT OF 2001

HON. ROBERT W. NEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. NEY. Mr. Speaker, I urge my colleagues to join my friend from Michigan, Mr. KILDEE, me, and 114 of our colleagues to support the Public Safety Employer-Employee Cooperation Act of 2001. I am proud of this bipartisan effort to aid our firefighters and police in this common sense effort to increase fairness.

This bill is supported by the International Association of Fire Fighters, International Brotherhood of Police Officers, International Union of Police Organizations, National Association of Police Organizations, and the Fraternal Order of Police.

Firefighters and police men and women protect the public everyday. These men and women are true public servants who put themselves in harm's way for others. Is it too much to ask that they be allowed to bargain for wages, hours, and safer working conditions? No. This bill helps workers, management, and the general public, because better employer-employee cooperation leads to cost savings and better delivery of services.

Congress has long recognized the importance of assuring and protecting the right of workers to collectively bargain. Federal laws have been extended to guarantee collective bargaining to different sectors and now the only sizeable group of workers without the right to collectively bargain are employees of State and local government.

Fire fighters and police officers take seriously their oath to protect the public and as a result they do not engage in worker slowdowns or stoppages. This bill would not allow for strikes or slowdowns, only the right to bargain collectively. The absence of this collective bargaining denies them opportunity to influence decisions that affect their livelihoods and families.

The Public Safety Employer-Employee Act establishes basic minimum standards that state laws must meet and provides a process to resolve impasses in States without such laws. States that already have collective bargaining laws would be exempt from the Federal statute. Furthermore, this bill prohibits strikes and does not call for mandatory binding arbitration.

I urge my colleagues to join us in supporting the bipartisan Public Safety Employer-Employee Cooperation Act of 2001.

THE PUBLIC SAFETY EMPLOYER-EMPLOYEE COOPERATION ACT OF 2001

HON. DALE E. KILDEE

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. KILDEE. Mr. Speaker, today I urge my colleagues to join my friend from Ohio, Mr. Ney, myself, and over 100 of their colleagues, to support the Public Safety Employer-Employee Cooperation Act of 2001.

Congress has long recognized the importance of assuring and protecting the right of workers to collectively bargain. Over the years, federal laws have been extended to guarantee collective bargaining to different sectors and now the only sizeable group of workers without the rights to collectively bargain are employees of state and local government.

Fire fighters and police officers take seriously their oath to protect the public and as a result they do not engage in worker slowdowns or stoppages. The absence of the right to collectively bargain denies them the opportunity to influence decisions that affect their livelihoods and families.

The Public Safety Employer-Employee Act establishes basic minimum standards that state laws must meet and provides a process to resolve impasses in states without such laws. States that already have collective bargaining laws would be exempt from the federal statute. Furthermore, this bill prohibits strikes and does not call for mandatory binding arbitration.

Firefighters and police men and women risk their lives every day to protect the public. At the very least, they should be allowed to bargain for wages, hours, and safe working conditions. This bill helps workers, management, and the general public, because employer-employee cooperation leads to cost savings and better delivery of services.

This bill is supported by the International Association of Fire Fighters, International Brotherhood of Police Officers, International Union of Police Organizations, National Association of Police Organizations, and the Fraternal Order of Police.

I urge my colleagues to join us in supporting the Public Safety Employer-Employee Cooperation Act of 2001.

HONORING DEB BUSWELL OF LACROSSE, WI

HON. RON KIND

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, April 4, 2001

Mr. KIND. Mr. Speaker, today I rise to pay tribute to a constituent of mine, and a very special teacher, Debra Buswell. Debra Buswell was recently named Outstanding Environmental Educator of the Year. Debra, a teacher at Longfellow Middle School from my home town of La Crosse, Wisconsin, is currently the team leader for the School on the River program, housed within Longfellow. This program